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Hongkong Daily Press.

ESTABLISHED 1857

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The Only Award, Chicago, 1893.
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Finest Scotch Whiskies
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SPECIAL CARS by arrangement at the Com-
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We are Agents for the famous "NEW
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Repairs executed with promptitude and skill.
Enamelling a specialty.
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PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory
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CHAMPAGNE GROWERS AND
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Ship only the Finest Quality
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FRENCH ISIGNY BUTTER.
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NO OTHER BUTTER CAN COMPARE WITH THIS.
PRICES:—
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CROWN BRAND
ERATED WATERS.
DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.
SOLE MAKERS OF CINCHONA TONIC & CLABADE.
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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
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SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
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Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal

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Less old than the above.
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A natural and most pleasant wine to the taste.
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11 Years old, the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY, \$10.75 PER DOZ.
Very soft, palatable, and mature.
BENEDICTINE LIQUEUR—
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EVERY BODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG.

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HANKOW, KOCHOW, TAIWANFOO, AMOY, SWATOW, CANTON, YOKOHAMA,
KORE, THE PHILIPPINES, PENANG, BRITISH NORTH BORNEO.
Telephone No. 75.
Hongkong, 28th August, 1901.

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WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

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CELESTINS, GRANDE, GRILLE, CONTREXEVILLE.
SALT VICHY, PASTILS VICHY, COMPRIMES VICHY.

G. GIRAULT, 6, QUEEN'S ROAD.

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STRAW BOATING HATS AND PANAMA FOLDING HATS.
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BOOTS AND SHOES.

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IN RE FERGUSSON & CO. IN BANKRUPTCY.

NOTICE IS HEREBY GIVEN that on a Petition dated 16th day of August, 1901, a Receiving Order against JOHN FERGUSSON & CO., trading at Chefoo as Messrs. FERGUSSON & CO., was made by His Britannic Majesty's Court of Chancery, holden at Chefoo, on the 22nd day of August, 1901.
ARTHUR R. LEAKE,
Official Receiver.
Chefoo, 22nd August, 1901.

IN RE FERGUSSON & CO. IN BANKRUPTCY.

ALL Persons having Claims against Messrs. FERGUSSON & CO., are requested to send particulars of same, together with details of proof, to the undersigned on or before the THIRTIETH DAY OF SEPTEMBER, 1901.
ARTHUR R. LEAKE,
Official Receiver.
FERGUSSON & Co. in Bankruptcy.
Chefoo, 22nd August, 1901.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications supplied for any Class of Engineering Work. Marine Work a Specialty; Designs prepared for Small Coast Steamers, Light Draught Vessels, Dredgers, Tug-Boats, Launches and Barges of any Class or for Special Requirements. New and Repair Work Supervised. Contractor for the Supply and Erection of any type of Machinery.
Telegrams "BARLOW," Hongkong.
Telephone, No. 74.
P. O. Box, No. 110.
OFFICE:—9, QUEEN'S ROAD CENTRAL.
B. J. BARLOW.
Hongkong, 12th June, 1901.

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DENNIS & BOWLEY,
Solicitors,
Supreme Court House.
Hongkong, 26th August, 1901.

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A B C Code, 4th Edition.
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TELEPHONE 232.
Hongkong, 21st June, 1901.

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Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.
PRICE, complete, with accessories for Billiard.—Rs. 1,450, packed.
SPECIAL ADVANTAGE—
We take all RISKS against Breakage.
Send for our latest PRICE LIST
To Hongkong Daily Press Office.

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AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899.

BLACKBERRY BRANDY.
A soft, delicate Liqueur, invaluable for Diarrhoea and Chills.
Per Litre Bottle ... \$2.25
" " " " " 1.25
H. PRICE & CO.
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Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
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City Office: 7, Duddell Street.
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Tel. 58.
For Terms, apply to the **MANAGER.**
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS TO FAMILIES by the DAY or MONTH.

THE CONNAIT HOTEL
A FIRST CLASS. TEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

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THE SANITARIUM OF SOUTH CHINA.
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Cable Address—"Boavista."
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For Terms, apply to **MANAGER.**

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THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
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Telegraphic address "HINGKEE" 1683

OREGON LUMBER.
THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 24th ult.:-

The famine is still raging in Shanai, and many continue to die of want.

Wu Ting-fang's ambassadorship to Washington has been extended for another three years.

Jung Li is reported to have applied to be Viceroy of Shanai and Kansu, but the Emperor has not as yet agreed.

A Chinese was shot by an Italian soldier few days ago, the excuse being that the man threw a brick at the sentry.

The body of a German soldier floated down river the other day from Yangtze, several bullet wounds being found on the corpse.

About 1,000 Russian troops went from Newchwang to Port Arthur by sea during the heavy rains, as the trains were unable to run.

The districts from Fung Tsing-chiang to Antung are all under Russian martial law now, and the "brigades" are at present at a discount.

Several cases of ammunition being discovered have occurred lately, in some cases the discovery bringing to light a score or two of new modern rifles.

The Plenipotentiaries have asked the Foreign Ministers to prohibit foreign merchants selling salt in Peking, and it is believed that the matter will be arranged.

A Chinese recently arrived from Kansu reports that the Mohammedans in that province are all ripe for rebellion, but a preliminary attempt made already had been suppressed.

Many Chinese are arguing that a poll tax of 41 per head per year on all males would free the Government from debt within ten years, and some are urging the adoption of this course.

The left half of No. 2 Company, Bombay Sappers and Miners arrived from Yangtze on the 18th inst. and was taken on the strength of the garrison—total 85 including 7 servants and followers.

The J. J. states that news has been received from Newchwang to the effect that the French are trying to arbitrate in the matter of the Customs revenue there that 20 per cent. go to China and 80 per cent. to Russia.

Messrs. McClure and Wallace, an American and British both in the employ of Messrs. Bush Bros. Newchwang, were arrested by the Russians for carrying sporting guns, but were released on their respective Consuls making a stir about it.

The Plenipotentiaries have telegraphed to Yuan Shikai to go at once to Peking with as many troops as he can raise. The ostensible reason is to act as an escort to the Court. Yuan has promised to go as soon as his mourning will admit.

News reached Peking on the 15th inst. that a German had been shot at Shao Chien-fan by a band of robbers on the previous day. Shao Chien-fan is about 50 li from Peking in the Western Hills. The murdered man's name is yet unknown. The German Minister is now investigating the case.

Two R. W. F. privates are to be tried by court-martial on Monday next, the charges against them being theft. One day last week the men are stated to have been caught with the Treasury chest from their barracks, and they coaled themselves in the Native City. They were discovered through a spy trying to cash a cheque in connection with which some irregularity was detected.

A very important point is likely to come up for discussion between the Provisional Government and the Chinese Government soon, if what is reported proves true. It is stated that the Treaty at Kwei-lung-shan, on the Kalung road, acted presumably under Li's order, has been collecting there the 24 per cent. duty usually paid on incoming produce at the Tientsin barrier, and thereby defrauding the P. & T. revenue. If the duty has to be paid again here, this new manoeuvre will affect tremendously.

Another daring attack was made on the river police a few nights ago. The police, finding a passing junk and demanding it to stand by. The order was refused, the junkmen shouting that the police were wrong and heard her if they liked. The police then fired into the air to intimidate the men, in reply to which they were unhesitatingly to receive a volley, the Italian in command being severely wounded, the shot passing through his arm and into his body. From the nature of the volley and general conduct of the junk it was suspected foreigners were on board. The bullets found were of German manufacture.

A committee of officers, composed as under, will assemble at the Office of the Provost Marshal in the Godown Hall at 11.0 a.m., on Saturday the 24th August, to draw up a scheme for the sanitation of the British Settlement.

President—Major Reid, R.A.M.C. Members—Capt. Cleveland, I.M.S., Capt. P. Drake-Brockman, D.A.Q.M.G., Capt. Fane, Provost Marshal, Capt. Fortescue, C.O. The officers commanding detachment 2nd Battalion, Royal Welsh Fusiliers and Hongkong Regiment will also detail an officer to attend the Committee.

WHEN THE EYES SEE.

It has been reported by Prof. Raymond Dodge, of Wesleyan University, that his experiments have clearly demonstrated that the eyes, when in motion, can distinguish nothing in any complex field of vision over which they sweep. "In order to see any object at rest," says a correspondent who writes to the Evening Post (New York), about Professor Dodge's discovery, "the eyes must remain motionless, looking at some definite part of it for an appreciable length of time. If the eyes move, they see nothing for about one-twentieth of a second. This explains the success of those sleight-of-hand tricks in which rapid movements of the fingers are absolutely unseen, while the hands are in motion, and the movements of the hand. It also explains the necessity of looking at a relatively fixed point in boxing, fencing, etc. While the new law will necessitate a re-investigation of many psychological problems, it has an especially obvious bearing on the psychology of reading. Four years ago, in collaboration with Prof. Benno Erdmann, then of the University of Halle, Prussia, Professor Dodge demonstrated that, contrary to the general impression, the eyes do not move regularly over a page as we read, but make a series of distinct pauses as they sweep along each line of print. At that time evidence was found which seemed to show that the eyes actually saw the words only during these pauses. That evidence has recently been called in question by recent authorities. The new experiments finally settle the question beyond all doubt, and psychologically, as well as pedagogically, the importance of the discovery is not to be underestimated. It is not the individual letter, but a more or less extended group of letters, people of middle age remember that before they learned to read they had to first learn their letters, then they were taught to put the letters together to make words, and finally they learned to read. Nowadays, children learn to read before they learn the individual letters. According to Dr. Dodge's experiments, the last method is a good psychological basis."

COREA.

Chomulpo, 19th August.

People reading the telegraphic news relating to this country in your columns would conclude that the Hermit Nation is normally one of the most disturbed realms on the face of the earth, while the truth is that with the exception of an occasional riot of small importance here and there, the country remains in a state of placid tranquillity, not to my stagnation, from one year's end to the other, throughout its entire length and breadth. For instance, there was the little flare-up recently at Chomulpo, but as I informed you at the time, it was quickly suppressed and is now almost forgotten. Then there have been the troubles reported from the northern frontier, but judging from information received from travellers who have lately visited the districts affected, I am inclined to think that the accounts which have been published of this border fighting have been much exaggerated. It is true that Korean troops have been sent north to strengthen the border, but this step would have been necessary in any case by the Russian military operations in any case by the Russian military operations in Manchuria, which have driven a number of Manchurians and homeless people towards our frontiers. These refugees, mischievous or otherwise, the Korean Government very naturally refused to exclude, and hence they despatched troops to the frontier; but so far, scarcely anything in the way of actual fighting has taken place. There has been nothing, at all events, to disturb the general peace of Corea.

FOOD PROSPECTS.

Other disturbing and generally untruthful reports to which I must take exception, are those (emanating as a rule from Japanese sources) relating to the prospects of a famine in Corea in the coming autumn and winter. Corea is not even threatened with anything in the shape of an absolute scarcity of food. The wheat and barley crops have been splendid this year, and I think I may prophesy a full crop of beans in their proper season. With regard to rice, it will not perhaps be so abundant as was expected earlier in the year, but the harvest cannot by any means be a failure. The fact that the export of rice was forbidden by the Government does not indicate any real prospective scarcity, and is rather to be explained by the desire of the Government to checkmate the enterprising merchants from the Land of the Rising Sun who had arranged a pretty little scheme to corner the entire crop as well as secure control of the stock stored up in the Government granaries.

It is true, has been plentiful enough for the famine in certain parts of the country, but that does not apply to the whole of Corea. In the four rice-growing districts it has been quite abundant, and in other regions the downfall has been excessive. But whatever may be said about rain, no one can complain of any lack of heat in Corea this year. It has been of the sultriest seasons on record, and generally speaking, the night temperature has equalled that of the daytime.

We were visited here lately by a JAPANESE CRUISING SQUADRON, consisting of nine fine ships, amongst which were two of the largest and latest turned out of the English dockyards. Although their crews have been allowed to come ashore freely, I am happy to say that they have behaved in a quiet and orderly manner, which speaks much in favour of Japanese discipline, and contrasts very brightly with the experience we had when the British squadron was here.

SEVERE LOSS.

recently in the lamented death of Mr. W. D. Hutchison, of which you will doubtless have been advised ere this. The deceased gentleman was formerly Head Master of the Anglo-Corean College, and had more recently occupied the position of General Agent of the British Mining Company. He has left many sincere friends behind in this country, and was attended to his funeral which was attended emotionally by the entire European community in Seoul, and a host of friends who went up specially from Chomulpo to render their last tribute of respect to the memory of one they esteemed so highly.—*Mercury.*

ALLEGED INSULT TO GERMAN FLAG.

A despatch, dated New York, 24th July, says:—

The Hamburg-America Line steamer *Allegany*, which arrived here today, was detained 12 hours in San Francisco harbour, Colombia, while the insurgent leader, was taken from the ship. The captain's protests against the man's removal were disregarded. Captain Lowe of the *Allegany* protested against the arrest, saying it was against international law and that the same time the captain told the mate to put the German flag on the gangway so that the Colombian officers would have to tread on it if they took Murrell.

The arrest did not take place at this time, and the police withdrew on the captain's protest. Later, however, the ship's clearance papers were refused, and the statement was made that they would not be furnished until Murrell was surrendered.

A signed statement concerning the incident then says: "The captain then went on land, and after a while returned with more policemen, and we then thought that he was going to give up the passenger in exchange for his papers. The police went up to Murrell, and tearing from him the flag, as they called the flag of the Kaiser Wilhelm, took the prisoner from the ship."

This statement is signed by Edward J. White, a British soldier; Alvin Van Ben Bogardus, a Belgian; and Charles F. Pope, a citizen of the United States.

Neither the officers of the *Allegany* nor officials of the line would make any statement concerning the arrest of Murrell.

Emil L. Boas, agent of the Hamburg-America Line, said to-day he had received the report of the captain, and had called it to the home office. What it was he would not say. "I have placed the whole matter before the home office," he said, "and they will decide whether or not to take any action. I am not an international lawyer and don't know whether there remains anything for the German Government to do. At any rate, it is out of my hands."

A cable to the *Herald* from Berlin says: "The Foreign Office makes the following statement regarding the *Allegany* incident: 'The affair has not been sufficiently investigated, but there is no reason for any excitement. In principle the German Government recognises that merchant ships in foreign territorial waters are subject to search by the authorities of those countries. By existing treaty it is provided that at such times the Consul must be present. This was the case in Colombia, though the German Consul is a Colombian citizen.'

As regards the reported insulting of the German flag, the *Coloque Gazette* points out that every bit of cloth of German colours stitched together is not a German flag. We must await the conclusion of the inquiry at present being carried on."

"In case Germany should demand satisfaction, the matter will in all probability give rise to a friendly exchange of notes."

A NILE RESERVOIR.

SCHEME TO DAM AN ABYSSINIAN LAKE.

An extremely important report on the irrigation of the Nile has just been issued, in the form of a blue-book, which contains a lengthy description by Sir William Garstin of the White and Blue Niles and the Sudan, illustrated with twelve maps, together with a covering despatch from Lord Cromer.

WHAT IRRIGATION HAS DONE FOR EGYPT.

Lord Cromer points out that this is the first time that the Upper Nile region has been examined by a competent hydraulic engineer, and describes the result as being of great value and interest. He enumerates the advantages that have already accrued to Egypt proper from the attention that has been paid to irrigation schemes. Since 1885, Egypt has spent over seven millions sterling on public works connected with the Nile, and has obtained in return for this large outlay the great engineering feat of the Barrage, which has doubled the cotton crop of Lower Egypt, and added 25,000,000 acres to the resources of the country, and also the dams at Assuan and Assiout, and other large drainage works. These schemes have left Egypt in such a prosperous condition financially that the time has now come to deal with that portion of the Nile which lies outside Egypt proper.

THE NEEDS OF THE SUDAN.

In order to provide sufficient water for Egypt itself, the Sudan, and all the country lying along the banks of the Nile, a large body of water must be stored up. Sir William Garstin discusses three proposals for storage. The first is to dam Lake Victoria. There are several objections to this course, one of which is that half the lake is situated in German territory. In any case Lake Albert Nyanza, which is also situated on the White Nile, is better suited for the purposes of storage, but the use of the White Nile altogether is undesirable because its waters can only be used in the provinces which at present lack irrigation. On this point Sir William Garstin writes:—

The Sudan is scarcely ready yet for the introduction of irrigation works upon a large scale. Were an increased supply of water to be granted at this moment, the country is not in a position to make effective use of the boon. Its population is an improved system of communications is also urgently needed to enable it to reap full benefit from the produce actually raised. The bounteous rainfall of 1900 secured a plentiful maize crop throughout large areas, but, owing to want of interior transport, the inhabitants in many places have been unable to avail themselves of the opportunity of realising the value of their surplus grain by exporting it to the different trade centres. A railway connecting Khartoum with the Red Sea is at present a far more urgent necessity than is any grandiose scheme of irrigation.

PROPOSAL TO DAM LAKE TANNA.

The Blue Nile is much better adapted for storing and irrigating purposes than the White Nile. The slope of the former is far more rapid than that of the latter river and the length of its course much shorter. Between Lake Tanna and Khartoum, the Blue Nile falls over 1,000 metres, in some 1,350 kilometres, the total between Khartoum and Lake Albert, the total fall is under 300 metres, in a distance of 2,100 kilometres. After the traverses of Romeries are passed the Blue Nile traverses a country of the richest alluvial soil. On both sides of the river these fertile plains extend for an immense distance, only wanting irrigation to render them as productive as any land in the world. Reservoirs being some 700 kilometres south of Khartoum, the reservoir water, at 600 kilometres below its point of issue from the lake could, by means of a system of barrages and canals, be utilised in those portions of the Sudan in which it is most required, and from which the largest returns would be looked for. Sir William Garstin, therefore, proposes for storing the waters of the Blue Nile at its source in Lake Tanna. But there is one objection to this proceeding of immense importance, that is that Lake Tanna is an Abyssinian lake, situated in the middle of King Menelik's territory. The proposal, therefore, raises the question of a delicate international negotiations. The subject of the subject is so vital that it will be well to quote Lord Cromer's utilising Lake Tanna consists in the fact that it lies in Abyssinian territory. I need hardly say that no project can be executed, nor, indeed, can any preliminary investigations take place, without the full consent and approbation of the Emperor Menelik. However considerable may be the material gain, there can be no question of entertaining any proposal which would be calculated to disturb the very friendly relations now happily subsisting between Great Britain and Egypt, on the one hand, and Abyssinia on the other. I may even go further and say that in my opinion it is essential that nothing should be done which would engender even a suspicion in the minds of the Emperor Menelik or his subjects that there is the least intention of adopting an aggressive policy towards any portion of his Majesty's dominions. It is scarcely necessary to remark that no such observations, as the very incorrect remarks which are occasionally made towards Abyssinia may possibly gather some strength when it becomes known that a project for utilising the waters of Lake Tanna is under discussion.

Three schemes in all are proposed by Sir William Garstin. They are as follows, in the order of their importance:—

1. The construction of a reservoir in Lake Tanna, to store sufficient water for the needs both of Egypt and the Sudan, and at the same time improve the navigation of the Blue Nile during the summer months.

2. To supplement the above by utilising the Upper Nile water at present wasted in the swamps, either by embanking the Bahr-el-Gebel or by using the Bahr-el-Zeraf as an additional channel for the summer supply.

3. The construction of a storage reservoir at Lake Albert Nyanza, sufficiently large to supply the wants of Egypt, and the Sudan, and the Sudan which lie north of Khartoum.

Of the above, Sir William Garstin says that the first, if it is possible, is undoubtedly better than the third, for the reasons already given. One or other of the schemes mentioned in the second should be undertaken under any circumstances, both to improve communications on the Bahr-el-Gebel, and to make use of the extra water available in the river, independently of the construction of a reservoir.

Before the construction of a reservoir, however, any step is taken it must be carefully studied in detail, and the comparative advantages and disadvantages weighed. Such a study will involve several years work for a competent and well equipped staff.

THE DEVELOPMENT OF THE SUDAN.

Beside the above international development all other questions in the report sink into insignificance; but reference may be made to three measures which the Sudan has already taken.

Of the above, the Sudan has already taken the first, if it is possible, is undoubtedly better than the third, for the reasons already given. One or other of the schemes mentioned in the second should be undertaken under any circumstances, both to improve communications on the Bahr-el-Gebel, and to make use of the extra water available in the river, independently of the construction of a reservoir.

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that money should be found to improve the existing railways to such an extent, at all events as to make a continuation of traffic possible. The third was that a thoroughly competent hydraulic engineer should be employed to examine the Sudan. The first two of these questions have now been adequately treated. A certain number of young civilians have been appointed to the Sudan. A sum of £250,000 has been granted to put the existing railway in state of proper repair. This money can easily be provided from the cash balance of the Egyptian Treasury, without resort to borrowing. It will not all be required at once, as the expenditure will necessarily be spread over a considerable period. As to the third point, there is reason to hope that before long the services of a competent hydraulic engineer will be secured.

A SWISS OFFICER'S EXPERIENCE AMONG THE BOERS.

M. Pache, the young lieutenant of the Swiss army who has recently returned from fighting on the Boer side in South Africa, has communicated to the *Gazette de Lausanne* some further reminiscences of his campaigning experiences. After paying the very highest tribute to the intomitable courage and endurance of the British soldier in the attack of apparently impregnable positions, M. Pache goes on to state that only in the case of the Boers did the Boers attempt to hold one of these positions to the bitter end; that was at Tabaekburg in the Orange River Colony, and then only to deliver one last and useless volley during the final rush of the enemy, and immediately cast away their rifles, hold up their hands, and implore mercy from the men whom they had been blazing at almost at arm's length. And M. Pache expresses forcibly, and almost contemptuously, his astonishment at the good nature with which Tommy Atkins spares such foes. After describing the extraordinary rapidity with which the Boers clear off, M. Pache adds: "Curiously enough the Boer is never more cheery than during these precipitate retreats. He is like a school-boy out on a holiday. He has saved his skin. He has looted every farmhouse on the way, right and left, the pretext being that nothing must be left for the British."

"The *Gazette de Lausanne* continues:—On leaving the neighbourhood of Ladybrand the Boers carried off in their carts the whole of the furniture of the farms in which they had lived during the siege, even down to the pianos and harmoniums! So that the retreat upon Dundee and Newcastle, according to M. Pache, was nothing but one roar of laughter, accompanied by violent strutting upon the wretched pianos, which were piled on the top of mattresses and sacks of flour. They laughed and sang, put their shoulders to the wheel, and so struggled over spruce and boulders."

"The Boers, however, are not the only ones who have retired into the background. The leader is no longer the best general, the man who is most clever in escaping from the English or least scrupulous in pillaging on every occasion is the one who is followed. This was particularly shown by the conduct of the Boers after the capture of the Yeomants at Lindley. One small escort accompanied the prisoners to the north, and the other dispersed in the forest to carry off to their own homes not only the loot taken from the enemy, but everything they could carry away from the neighbouring farms: waggons, implements, and even bedding."

There are two subjects for conversation which, morning and evening, are in all mouths. Their discussion is quickly done, and both one and the other are dismissed in a single phrase. "For my part, when the great South African Republic is established I will take possession of such and such a farm (in such and such a place) (generally in Cape Colony or Natal). When every body has helped himself in expectation of the future, the first man begins again, shaking his head: 'What is he doing, the German Emperor? Bad, bad, Emperor!' And all the biceps repeat the phrase in turn, their heads on their knees."

The *Bibliothèque Universelle* which reproduces this interview from the columns of the *Gazette de Lausanne* adds the following comments:—Thus, self-interest and personal prejudice have stood out in the foreground of everything in the resistance made by the Boers to the English. They have pillaged during the war and they are preparing to pillage when the war is over. The question of national independence, of liberty, of patriotism—in the sense in which they are understood in Europe—count for nothing or next to nothing in South Africa. Several letters published in the German Press entirely corroborate the assertions of M. Pache, painting the Boers in much blacker colours than he does."

THE CARNEGIE TRUST.

The Executive Committee of the Carnegie Trust for University Education in Scotland held its first meeting in Edinburgh, the Earl of Elgin presiding over a full attendance. The following letter from Lord Elgin, in the greatest satisfaction I can now announce that I have signed the deed of trust placing ten million dollars under the charge of your Lordship and the other nobleman and gentlemen who have so kindly consented to act as trustees in the administration of the money for the benefit of the university of Scotland and the youth of that country who desire to receive the benefits of a university education. I must express my warmest thanks to your Lordship and the other friends, who have signed these past few days shown so much anxiety to adjust the deed and the relative constitution so as to secure that the funds shall be administered in the most advantageous manner. I believe these labours have been completely successful, and I anticipate the most excellent results will follow. I am especially obliged to your Lordship for agreeing to oblige to your post of chairman, both of the accept the onerous of the Executive Committee, and trustee of the trust to your proceeding to put the trust deed into execution. The services of Mr. Ross, my solicitor, are at your disposal as interim secretary until you have an opportunity of appointing permanent officials.

I shall make arrangements whereby the fees of the students to be advantaged may be paid for the ensuing session beginning in October next. As your Lordship is aware, my desire has been that no capable student should be deterred from attending the universities on account of the payment of fees. I believe that the conditions of application ensure the sufficient standard of merit, and I hope that the honest pride for which my countrymen are distinguished will prevent claims from those who do not require assistance, and that individual trust of a candidate need not be imposed upon the trustees. But to further mark my deep provision in the trust deed that I have made provision for the funds placed by the trustees may receive funds from others to be administered along with the funds placed by me. I consider this a valuable clause, believing from my own experience with young men that some students in after life may value the private privilege of repaying advances received from the trustees. Although these are free gifts I hope the trustees will gladly

welcome such repayments if offered, as this will enable such students as prefer to do so to consider the payments made on their account more as advances which they resolve to repay if or in a position to do so, and that this will protect and foster the spirit of manly independence dear to the Scot.—Very truly yours, ANDREW CARNEGIE.

Mr. Ross, solicitor, of Dunfermline, was appointed treasurer to the trust and interim secretary. It was intimated that the transfer of the bonds to provide the income of the trust had been made, and that the first dividend would be received in the autumn. Arrangements were made by the Executive Committee for carrying out without delay Mr. Carnegie's wishes in respect of the payment of students' fees.

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TO LET.

TO LET.

A HOUSE in RIFON TERRACE.
"THE RETREAT," MOUNT KHAILETT.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 15th July, 1901. [66]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15,
FIRST FLOOR, from the 1st October.
Apply to—
L. M.
Care of Daily Press Office.
Hongkong, 2nd September, 1901. [2228]

TO LET SHORTLY.

HOUSES (new in course of erection and
nearing completion) in a first-class
business locality, DES VOUX ROAD CENT-
RAL, next to A. Tack's Furniture Store.
Ground Floors suitable for Shops. Upper
Floors have plastered ceilings and walls, and
are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Voux Road West.
Hongkong, 7th August, 1901. [1899]

TO LET.

NO. 26, WYNDHAM STREET.
Apply to—
C. F. DE CARVALHO.
Hongkong, 31st August, 1901. [2220]

TO LET.

1ST, 2ND, and 3RD FLOORS of No. 35,
QUEEN'S ROAD CENTRAL, next to
Messrs. LAKE, CRANFORD & CO., now
nearing completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Almeida Street.
Hongkong, 31st August, 1901. [2218]

TO LET AT KOWLOON.

HOUSES Nos. 9 & 11, SALISBURY
AVENUE, furnished or unfurnished.
Very healthy locality.
Rent and Taxes \$24.00.
Apply to the
OCCUPIERS OF THE HOUSES.
Hongkong, 31st August, 1901. [2219]

TO LET.

POSSESSION from September, "THE
CASTLE" on CASTLE ROAD.
Apply to—
No. 5, SEYMOUR TERRACE.
Hongkong, 30th August, 1901. [2210]

TO LET.

NOS. 1 to 5, WILD DEER, WANCHAI
ROAD.
Apply to—
SANG KEE,
298, Des Voux Road Central.
Hongkong, 16th August, 1901. [2084]

TO LET.

NO. 11, BELILIOS TERRACE, Posses-
sion from 1st September.
Apply to—
M. T.
Care of Office of this Paper.
Hongkong, 30th August, 1901. [2208]

TO LET.

NO. 1, STEWART TERRACE, the
FRANK
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, No. 5, DUDELL STREET
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th July, 1901. [1892]

TO LET.

THE GODOWN in WEST POINT
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WAGNER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.

HOUSE No. 3, LOWER CASTLE
ROAD.
Apply to—
T. EDWARD,
No. 2, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FRERNSE" No. 37, ROBINSON
ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1837]

TO LET.

NO. 84, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 238, Des Voux Road.
Hongkong, 9th July, 1901. [1738]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GREENWOOD,"
21, CAINE PLACE.
Hongkong, 24th September, 1900. [1869]

BOARD AND RESIDENCE.

COMFORTABLE FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

PORTLAND CEMENT

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.,
Hongkong, 16th September, 1899. [1509]

PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LTD.
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a
First and Final Dividend of 24 Cents
per Preference Share will be Paid. Shareholders
are requested to send in their Preference
Shares at their earliest convenience to the
Undersigned, whereupon Payment of the above
Dividend will be made.

M. BENNECKE,
Liquidator.
Hongkong, 24th August, 1901. [2163]

GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LIMITED,
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a
GENERAL MEETING of the
SHAREHOLDERS will be held at the
COMPANY'S OFFICE, 14, DES VOUX
ROAD, on MONDAY, the 30th of September,
1901, at 12.15 O'CLOCK, P.M., for the purpose of
having an account laid before them, showing
the manner in which the winding up has been
conducted, and of hearing any explanation
that may be given by the Liquidator; and also
of determining by EXTRAORDINARY
RESOLUTION the manner in which the
Balance, Accounts, Books, and Documents of
the Company, and of the Liquidator thereof,
shall be disposed of.

Hongkong, 29th August, 1901.
M. BENNECKE,
Liquidator.
[2221]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half-year
ended 30th June, 1901, on or before the 10th
September, on which date the Accounts will be
closed.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 23rd August, 1901. [2150]

HAILEY & MURPHY.

CONSULTING ENGINEERS AND
SURVEYORS.

60 & 62, DES VOUX ROAD.
Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.
E. O. MURPHY, W.R. SC. A.M.E. MECH. E.
Hongkong, 4th January, 1901. [1]

LOVE.

COURTSHIP.

MARRIAGE.

By the famous author of
"How to be Happy Though Married," the
REV. E. J. HARDY,
MILITARY CHAPLAIN AT HONGKONG.

The following Series of Articles on the above
are appearing weekly in the *Hongkong Daily
Press*.

PROPOSING.
Many men find it the hardest thing in the
world to propose. "A swim went one evening
to the cottage of his beloved. She was
washed by the fire, knitting, and sat at her feet.
After a long silence he took the cat on his
knees, and stammered out: 'Pussy, I
like if she'll marry me.' Little bird
hummed, then said: 'Pussy, you can tell
himself I'll take him.'"

ENGAGED.
"Proposing to a girl, which was the sub-
ject of our last paper, is easy, but it is
hard, compared to proposing to her father or
her. For fathers and their daughters great
resources and are not, in this case, anxious
to 'husband their resources.'"

THE WEDDING and the HONEYMOON.
A parish clerk said to the clergyman who
was officiating at the marriage service:
"Please to cut it short, sir; they've got the
cub by the hour."

MARRIED A YEAR.
"The advice given gently over the stove,
which is frequently given to inexperienced
whips, may be respectfully suggested to the
newly married. The first civil word which
should be marked 'dangerous' is the first
year of married life."

LOVING THOUGH MARRIED.
"Shakespeare says that 'love is April
when they were, and December when they
were not,' but not a few women can say of their
husbands what Garrick's wife said of hers:
'He never was a husband to me; he was
always a lover.'"

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD - "DOCK" NAGASAKI.
A1, A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 525 feet.
Length on Blocks... 515 "
Width of Entrance on Top... 85 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1569]

NOW READY.

BOUND VOLUMES of the
HONGKONG WEEKLY PRESS
JULY to DECEMBER, 1900. With INDEX
Price \$7.50.
Hongkong Daily Press Office.
Hongkong, 3rd January, 1901.

OUR PARIS LETTER.

Paris, 3rd August.

The steerable or navigable balloon of the
young Brazilian, M. Santos-Dumont, engrosses
the attention of Parisians. All sorts and
conditions of men and women went to St.
Cloud to see the young inventor rehearse his
trip to the Eiffel Tower, round it, and back to
the park of St. Cloud, with a half an hour. He
may at any moment recommence, fulfil the
conditions, and so win the prize of 100,000
francs. But a very unseemly party has been
organised against him; half the balloon society
commenced to belittle him, now that success is
within his grasp. His crime is, that he is a
foreigner, like the English and the Americans,
so the small-minded patriots are exasperated
and jealous at the idea of a foreigner, and not
a Frenchman, solving the problem of controllable
aerial navigation. The Secretary of the Balloon
Club has been dispensed with, because he was
too warm a partisan of the young Brazilian's
success. The French Government has a bal-
loon department, established by Gambetta,
ostensibly to discover a steerable balloon; the
establishment in question is directed by Col.
Major Renard. They have discovered
nothing, and that is a sort of reflection
on French science and explains the set, at the
twelfth hour, made against Dumont. The
latter is only 25 years of age, pleasing in
manners, and inoffensive; he has constructed
five balloons, bearing the cost out of his
own pocket—no small expense. He is a
man of agreeable address, and laughs when
told of the opposition set up against him.
He only wants to win the prize: he does not
want to become French, being quite happy as a
Brazilian. If made uncomfortable here, he
would go to England, where he was educated,
and in fact brought up, or to New York: he is
greatly attached to both countries.

The fortifications of Paris—the folly of ex-
President Thiers—were constructed in 1840.
Anticipating another general war, he acted on
Napoleon's lament, namely, that had Paris in
1815 been able to hold out against the Allies,
he would have no want to abdicate. The works
cost six million pounds sterling, and circle the
capital with 94 fronts or salients, each 396
yards long, and 20 feet high, with an average
width of 20 to 55 yards. The fortifications
kept out no enemy, except M. Thiers and his
government, which the Commune chased away.
The Germans had no necessity to try the value
of the big ditch, since they could reduce Paris
to ashes by their siege artillery five miles away.
Besides, it was known that the city must sur-
render to famine. The Government has been
prevailed upon to sell about one-half of the site
of the fortifications to building speculators.
Ex-Minister of Marine Lockroy desired to sell
all that could be auctioned off, and with the
proceeds construct a navy at once equal to that
of England's. As it is, the matter is like
Mahomet's coffin, between earth and heaven;
in any case, the waste ground is an eyesore.
If sold in part, some 50 millions of francs—one
third of the original cost—would be realised.

This being the silly season may explain why
some fossilised philosophers draw public atten-
tion to the claims of the two rival pretenders,
Prince Victor Napoleon and the Duke of
Orleans. France ignores both: she is not yet
tired of the ill-fated Louis, so long as she has level-
headed presidents like M. Loubet, she may
enjoy the sleep of the just.

Since the holding of the Congress on Tubercu-
losis in London recently, very commendable
zeal has been, and is displayed against con-
sumption, especially against the vice of thought-
less expectoration. Since some years, the
Prefect of Police has drawn his attention
of passengers, and beg, ed them not to indulge
in that filthy and dangerous habit—dangerous,
as it is the means of spreading the germs of
the scourge. In Paris, the principal centres of
infection are the railway platforms, and car-
riages. In the corridors and rooms of public
offices, spittoons are now liberally supplied, and
men are told off to see that they are properly
cleaned out and disinfected. But French
scientists do not accept Koch's new views, that
tuberculosis meat and milk are free from dan-
ger. They consider that tuberculosis is not
hereditary; they are divided whether it is com-
municative between man and animals, and vice
versa. The Academy of Medical Science will
appoint an important commission to investigate
the contested points. The leading vote will
also be utilised, though a great many French
doctors take out a certificate for following the
lectures in the Veterinary Colleges of Paris,
and, above all, of Lyons.

The elections for the renewal of Councillors
to the 88 departments have just taken place.
There are 92-second ballots to take place. The
first ballot resulted in the return of 1,067 re-
publicans, and 296 royalists, or a new in for
the former of 50 seats. All that was discounted.
The Republic may be considered as being a fix-
ture, as much as any institution can possibly be
so. Only the Republic can kill the Republic.
But France would incur such a shoal of
dangers, that she will indeed be slow to re-
voke any. Every man has now to be a soldier,
and if there was any political convulsion France
has to reckon with her anarchists, for whom
patriotism is less than a word.

In the early days of the late Exhibition, the
Government gave a lunch-banquet to 28,000—
less than one-third—of the Mayors of France.
Each Mayor has now been presented with a
medal commemorating the event. The souvenir
is of course designed by Roly, and represents on
one side the Republic supported by Fame, and
on the other face the table of honour at the
banquet with date. Upwards of 28,000 of these
medals have been minted.

M. Pichon, ex-French Ambassador at Peking,
and his lady, who went through the
siege of the Legations, received a warm and
sincere welcome on their arrival in Paris. For-
eign Minister Delcassé requested him to name
his own date for occupying his new post as
Governor-General of Algeria. Madame Pichon
has a pet dog, of a Japanese breed, that never
leaves her side, since the Boxers shelled the
"Concentration Camp" of the British Legation.

Desertions from the French army though
few, are not the less increasing. The law
is so severe on the subject, and escape next
to impossible for the delinquent, that it is
really surprising that any attempt to desert
is made. Any one who shelters a deserter
can be sent to prison for three years. He
cannot escape arrest in France; any new quarter
he flies to, he must exhibit his papers of
identification. He cannot quit the country as
an emigrant, without complying with many
formalities. Gaily, he must serve six, instead
of three years. In a word, he can only escape
the army by committing suicide, which is a
common solution.

It appears that a Frenchwoman can recover
damages for breach of promise of marriage.
Mlle. Gerard sued M. Thuan for £2,000
damages for not keeping his word: he replied
he was always ready to wed her, but the young
lady refused. The Court directed M. Thuan to
marry the fiancée within three months, or pay
the full amount demanded, including costs.

Swindling and gambling are the scandals most
in vogue in Paris, while immorality is being
monopolised by rich and respectable people. The
club houses of Paris are licensed; a special tax is
levied in support of the poor. The secret
police are entrusted to keep a lynx eye on the
tables. But it is in horse-racing that the evil
is most rampant, as there every form of trap
is set to catch, to bleed the unwary. Leading
members sport titles, of their own manufacture,
or hire a played-out aristocrat to ornament a
syndicate. Thoughtless foreigners are the chief
victims. When detected, they are requested
to leave France. Monte Carlo has ceased to be
in vogue. There seems to be a slump in the
Riviera regions; strangers go elsewhere.

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Hongkong, 21st August, 1901. [2026]

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NOTIFICATION.

APPLICATIONS will be received for the
post of qualified Assistant Surgeons in the
Negri Sembilan Government Service,
Federated Malay States, Salary \$1,080 per
annum, with annual increments as specified
hereunder and free furnished quarters.
The Assistant Surgeon appointed must sign
an agreement for 5 years, on expiry of which,
should his services be satisfactory, he will be
put on the Fixed (Pensionable) Establishment.
Candidates must hold a diploma from a re-
cognized Medical College.

Applications with copies of recent testi-
monials will be received by the State Surgeon,
Negri Sembilan, Malay Peninsula.

SCALE OF SALARY.	
1st year	\$1,080
2nd "	1,128
3rd "	1,188
4th "	1,248
5th "	1,320
6th "	1,380
7th "	1,452
8th "	1,524
9th "	1,608
10th "	1,692
11th "	1,788
12th "	1,896
13th "	2,016
14th "	2,148
Final	2,292

W. LEONARD BRADDOCK, F.R.C.S.,
State Surgeon, Seremban.

Seremban, 10th August, 1901. [2125]

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Otani, Tohmyama, Tsubakura, Yoshinotani, Yoshio, Yanokibara, and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [1331]

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IN YOUR PIPE
& Smoke it.

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For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
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Cigarettes
Purest & Best.
Packed in
10/ Boxes, 20/ packets & 50/
Round Tins.
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NAVY CUT
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A GENTLEMAN'S
SMOKE
Supplied in Three Grades.
Mild Medium & Strong.
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NORDDEUTSCHER LLOYD.

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INDIAN, BRANCH SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

STEAMERS.		DESTINATIONS.		SAILING DATES.	
SIBERIA	{	HAVRE & HAMBURG	{	On 4th Sept.	Freight and Passage.
(Capt. Perzelius)		(Calling at Singapore and Colombo)			
ARABIA	{	HAVRE & HAMBURG	{	On 21st Sept.	Freight.
(Capt. Eller)		(Calling at Singapore and Penang)			
ARABIA	{	HAVRE & HAMBURG	{	On 5th Oct.	Freight.
(Capt. Sachs)		(Calling at Singapore and Colombo)			
KOENIGSBERG	{	HAVRE & HAMBURG	{	On 19th Oct.	Freight and Passage.
(Capt. Christiansen)		(Calling at Singapore and Penang)			
BAMBERG	{	HAVRE & HAMBURG	{	On 2nd Nov.	Freight.
(Capt. Jacobs)		(Calling at Singapore and Colombo)			
ARAGONIA	{	NEW YORK VIA SUEZ CANAL	{	On 7th Sept.	Freight.
(Capt. Fors)					

For Eastern Destinations, apply to

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HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU F. Davies	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th Sept., at DAYLIGHT
KAGOSHIMA MARU K. Kori	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at NOON
AWA MARU M. Trent	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at DAYLIGHT
MIKE MARU M. Yagi	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at NOON
RIOJUN MARU O. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept., at DAYLIGHT
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 20th Sept., at NOON
IKAWA MARU W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at DAYLIGHT
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Chatter Box.

A. S. MIHARA, Manager.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.			
Steamer.	Tons.	Captain.	Proposed Sailing.
BRANMÆ	3,601.	W. Watt	September 3rd
DUKE OF FIFE	3,821.	J. S. Cox	September 10th
OLYMPIA	2,837.	J. Trebridge	October 1st
VICTORIA	3,502.	J. Patton	October 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation: First-class Table, DOCTOR and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$48
The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma, Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOSTONE NATIONAL PARK route.

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The best route to the KLYNDKE GOLD FIELDS. Frequent sailings from Victoria and Tacoma to DYER and St. Michael.

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N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE FINAL PLACE.
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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION		
STAMPAES.	SAILING DATES	
PRINCESS IRENE	THURSDAY	5th September.
FRIEDRICH	THURSDAY	19th September.
PREUSSEN	WEDNESDAY	2nd October.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	18th October.
SACHSEN	WEDNESDAY	30th October.
KLAUSCHOU (Hamburg-America Linie)	WEDNESDAY	18th November.
BAYERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINCESS IRENE	WEDNESDAY	8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan. 1902.
PREUSSEN	WEDNESDAY	5th Feb. 1902.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	19th Feb. 1902.
	WEDNESDAY	5th Mar. 1902.

ON THURSDAY, the 5th day of September, 1901, at NOON, the Steamship "PRINZESS LIEKE," of the Norddeutscher Lloyd, Captain P. Wetlin, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on THURSDAY, the 3rd September, and parcels will be received on Board until 5 P.M. on WEDNESDAY, the 4th September, and parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

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FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES and	BANCA	About 7th	Freight only.
LONDON	E. P. Martin, R.N.M.	September	
YOKOHAMA	VIA		
SHANGHAI	CANTON	About 9th	Freight or Passage.
MOI & KOBE	C. F. Lockstone, E.N.E.	September	
(Passing through the Inland Sea)			
SHANGHAI	PALAWAN	About 13th	Freight or Passage.
	J. Chellow, R.N.E. ...	September	
LONDON, &c.....	PARRAMATTA	Noon, 14th	See Special Advertisement.
	R. T. Cook, R.N.E. ...	September	

For Further Particulars, apply to

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Hongkong, 3rd September, 1901.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
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VICTORIA, B.C.

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 "Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

(SUBJECT TO ALTERATIONS.)

* "ATHENIAN," 3,882 Tons.	Comdr. H. Morwatt, R.N.	WEDNESDAY,	14th Sept., 1901
"EMPERESS OF JAPAN,"	Comdr. H. Pybus, R.N.R.	WEDNESDAY,	25th Sept., 1901
"EMPERESS OF CHINA,"	Comdr. R. Archibald, R.N.R.	WEDNESDAY,	23rd Oct., 1901
* "TARTAR," 4,425 Tons.	Comdr. E. Beetham, R.N.	WEDNESDAY,	30th Oct., 1901
"EMPERESS OF INDIA,"	Comdr. C. P. Marshall, R.N.R.	WEDNESDAY,	20th Nov., 1901

† The S.S. "ATHENIAN" will call at Shanghai, Moji, Kobe and Yokohama, for Victoria and Vancouver.

THE magnificent **TWIN-SREW STEAMSHIPS** of this Line pass through the famous **INLAND SEA OF JAPAN**, and usually make the voyage **YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS**, saving **THREE DAYS** a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the **PALATIAL IMPERIAL LIMITED TRAIN** of the **CANADIAN PACIFIC RAILWAY**, which leave daily, and cross the Continent **FROM THE PACIFIC to the ATLANTIC WITHOUT CHANGE in 100 HOURS**. Close connection is made at **Montreal, Quebec, Halifax, New York** and **Boston** with all Trans-Atlantic Lines, which passengers to **Great Britain and the Continent** are given choice of.

Passengers booked through to all principal points and **AROUND THE WORLD**. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" also takes Second Cabin Passengers with accommodation unequalled on the Pacific Coast. The "TARTAN" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender's Street.

110

ARRIVALS.

Sept. 1, KWANGLIEB, British str., 1,467, B. Li
coln, Shanghai 29th August, General.—
CHINESE.

Sept. 1, PICCIOLA, German str., 875, E. Möller,
Hilo 27th August, Sugar and Wood.—
EAST ASIATIC TRADING Co.

Sept. 2, AIRLINE, British str., 2,500, St. John
Apostolia 27th July, General.—

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

I. F. CHAPMAN, American ship, Chapman.—
Arnhold, Karberg & Co.
L. SCHEFF, American ship, C. S. Kendall.—
Carlowitz & Co.

INDO-CHINA STEAM NAVIGATION
COMPANY LIMITED.

THE Company's Steamship
"SUISANG"

Captain Tadd, will be despatched as above
TO-DAY. the 3rd September, at Noon.
 For Freight or Passage, apply to
JARDINE MATHESON & CO.

Hongkong. 28th August, 1901. [219]

FOR SHANGHAI, CHEFOO, VLADIVOS
TOK; also PORT ARTHUR
if sufficient inducement offers.
THE Steamship

"PROTECTOR"
will be despatched for the above ports TO-
DAY the 3rd September at 3 P.M.

For Freight, &c., apply to
SHEWAN, TOMES & CO.
Hongkong, 28th August, 1901. [219]

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI

THE Imperial German Mail Steamship
"BREITENBURG"

OF THE NORDDEUTSCHER LLOYD.
Captain E. Prehn, due here with the outwards
German Mail about the 3rd Sept., will leave

For the above places about 24 hours after arrival
NORDDEUTSCHER LLOYD
 For further Particulars, apply to
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Hongkong, 31st August, 1901.

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.
FOR MANILA.
Kobe Company's Steamship

“PERLA,”
Captain J. E. McArthur, will be des. atched
TO MORROW the 4th September

The attention of Passengers is directed
the excellent accommodation provided by the
Ship is fitted throughout with Electric

A Doctor is carried.

for Freight or Passage, apply to
SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 2nd September, 1901. [29]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DATE
FROM GLASGOW AND LIVERPOOL.	STEAMERS	On 5th September.
GLASGOW AND LIVERPOOL.	"PYRRHUS"	On 12th September.
GLASGOW AND LIVERPOOL.	"ULYSSES"	On 19th September.
GLASGOW AND LIVERPOOL.	"AGAMEMNON"	
HOMEWARDS.		DATE
FOR LONDON	STEAMERS	On 3rd September.
LONDON	"STENTOR"	On 17th September.
LONDON	"IDOMENEUS"	On 1st October.
LIVERPOOL DIRECT	"AJAX"	On 15th September.
(Taking Cargo at London Rates)	"ORESTES"	About 15th September.

Butterfield & Swire, Agents O. S. S. Co.
Hongkong, 3rd September, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR CHINKIANG & SHANGHAI		DATE
STEAMERS	"KIUKIANG"	On 3rd September.
TIENTSIN	"FOOCHOW"	On 3rd September.
NAGASAKI, KOBE & MOJI	"TIENTSIN"	On 3rd September.
MANILA	"TAIYUAN"	On 10th September.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	On 10th September.
MANILA	"SUNGKIANG"	On 13th September.
LOILOLO & CEBU	"KAIFONG"	On 14th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU." Captain K. Suda, will be despatched for the above ports TO-MORROW, the 4th September.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN." Captain Ellis, will be despatched for the above ports on THURSDAY, the 5th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd August, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE.

Calling also at Tacoma and carrying cargo on through Bills of Lading to New York and other ports of the United States.

In connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"MOYUNE." 4,640 tons, is due here on 8th September, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 29th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, SUMATRA AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"CHINA." Captain A. Lova, will be despatched as above on TUESDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"OLENGYLE." Captain T. Darke, will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to MCGREGOR, BROS. & GOW, Agents.

Hongkong, 28th August, 1901.

FOR NEW YORK

THE 3/4 A.I. American Ship

"MANUEL LLAGUNA" will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.
"PERU"	TUESDAY, 12th Nov., at Noon.

THE O. & O. S.S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment)—when the value is less than \$100 U.S. gold.

For further information as to Freight and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 31st August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA" will be despatched for the above port on or about 10th September.

To be followed by the Steamship "ANAPA" about 15th October, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 10th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU." Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 11th September, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in connection with the GREAT NORTHERN RAILWAY LINES.

The United States are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK.

To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, Seattle; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA MUTUAL STEAM NAVIGATION CO.'S fortnightly service from CALCUTTA to Cape Town.

For Freight and further particulars, apply to DODD, WELLS & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU." Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 8th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd September, 1901.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th September, 1901, at 1 P.M., the Company's Steamship "YARRA," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

The Steamer connects at COLOMBO with the s.s. Polytechnique, which vessel takes on her Passengers and Mails, leaving that port on the 23rd instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 8th instant. (Parcels are not to be sent on board they must be left at the Agency's Office.) Consular Invoices and Value of Packages are required.

For further particulars, apply to the Company's Office.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 3rd September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"CARINTHIA." Captain Marochino, will leave for the above place on THURSDAY, the 12th Sept., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 29th August, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA." Captain R. T. Cook, B.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 14th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable goods, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 2nd September, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOUL" ... 21st September.

"KURDISTAN" ... 12th October.

"SAUTUMA" ...

"LENNOX" ...

For Freight and further information, apply to DODD, WELLS & CO., LD., Agents.

Hongkong, 8th August, 1901.

FOR NEW YORK.

THE 3/4 A.I. American ship

"I. F. CHAPMAN." Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 18th July 1901.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900.

Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash.

Copies can be obtained at the Soldiers' Club, or of Booksellers.

Hongkong, 6th December, 1900.

HONGKONG.

Airline, British str., 2,500, George, Sept. 2.

Gibb, Livingston & Co.

Aristea, Austrian str., 2,208, Sopinich, Aug. 29.

Mitsui Bussan Kaisha

Athenian, British str., 2,440, Mowatt, Aug. 23.

C. P. R. Co.

Braemar, British str., 2,310, Watt, Aug. 23.

Dodwell & Co., Limited

Canton, British str., 1,110, Lawrence, Aug. 29.

Jardine, Matheson & Co.

Clam, British steamer, 2,810, Evans, Sept. 1.

Arnhold, Karberg & Co.

Coptic, British str., 2,744, Rinder, Aug. 3.

O. & O. S. S. Co.

Crown of Arragon, British str., 1,474, Dorward, Aug. 20.

Gilman & Co.

Daphne, German str., 1,290, Schipper, Aug. 27.

Siemssen & Co.

Eastern, British steamer, 3,500, Ellis, Sept. 1.

Gibb, Livingston & Co.

Fausang, British str., 1,415, Mitchell, Sept. 2.

Jardine, Matheson & Co.

Foochow, British str., 1,252, Small, Aug. 27.

Butterfield & Swire

Glenfalloch, British steamer, 1,434, Bainbridge, Aug. 30.

Chinese

Glenroy, British str., 3,141, Selby, Aug. 31.

McGregor Bros. & Gow

Hailong, British str., 783, Bathurst, Sept. 1.

Douglas Laprak & Co.

Hinsang, British str., 1,538, Lake, Aug. 27.

Jardine, Matheson & Co.

Hipsang, British str., 1,040, Crockett, Aug. 27.

Jardine, Matheson & Co.

Hobao, French str., 509, Morleux, Sept. 1.

A. R. Marty

Hongkong, French str., 862, Pannier, Sept. 2.

A. R. Marty

Hue, French steamer, 704, Godinau, Sept. 1.

A. R. Marty

Kiukiang, British str., 1,249, Hopkins, Aug. 28.

